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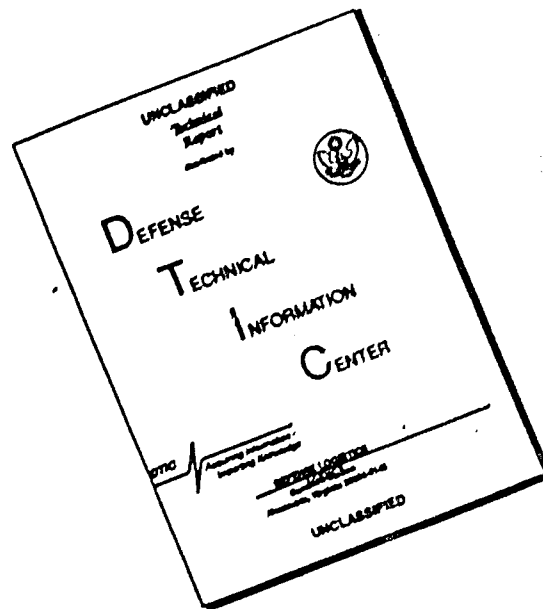
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DEPARTMENT OF THE ARMY

OFFICE OF THE ADJUTANT GENERAL

WASHINGTON, D.C. 20310

IN REPLY REFER TO

AGDA (M) (19 Mar 70)

FOR OT UT 694115

14 April 1970

SUBJECT: Operational Report - Lessons Learned, Headquarters, 222d
Aviation Battalion, Period Ending 31 October 1969 (U)

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1. Subject report is forwarded for review and evaluation in accordance with paragraph 4b, AR 525-15. Evaluations and corrective actions should be reported to ACSFOR OT UT, Operational Reports Branch, within 90 days of receipt of covering letter.
2. Information contained in this report is provided to insure appropriate benefits in the future from lessons learned during current operations and may be adapted for use in developing training material.

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Kenneth G. Wickham

KENNETH G. WICKHAM
Major General, USA
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DEPARTMENT OF THE ARMY
Headquarters, 222d Aviation Battalion (Combat)
APO San Francisco 96530

AVRACA-EC

13 November 1969

SUBJECT: Operational Report - Lessons Learned, 222d Aviation Battalion
(Cbt) for Period Ending 31 October 1969 RCS CSFOR-65 (R2)(U)

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1. (C) Sectional Operations: Significant Activities

a. Mission: The mission of the Battalion remained the same throughout the reporting period, that of providing combat and combat support with aviation assets to United States and other Free World Forces in the Republic of Vietnam.

b. Organization: The organization of the Battalion did not change during the period. Several MTOE changes were received for assigned and attached units. These changes constituted only minor and insignificant equipment authorizations. No reorganization of units was required. (See Inclosure 1 for the Organizational Structure).

c. Significant Personal Changes:

(1) Commanding Officer, 222d Aviation Battalion (Cbt)

Date: 17 August 1969.

Outgoing: HUEBNER, Robert W., LTC, 391-24-6131

Incoming: OKARSKI, Gerald M., LTC, 369-26-3270

(2) Executive Officer, 222d Aviation Battalion (Cbt)

Date: 12 August 1969.

Outgoing: THOMAS, Benjamin G., Maj, 293-28-6855

Incoming: TERRY, Thomas J., Maj, 521-44-3765

(3) S1, 222d Aviation Battalion (Cbt)

Date: 15 October 1969.

Outgoing: PRESTIDGE, James C. Jr.; 1LT, 453-68-6862

Incoming: BLACK, Dameron III, 1LT, 353-66-4246

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(4) S3, 222d Aviation Battalion (Cbt)

Date: 15 August 1969.

Outgoing: MUNSON, Elbert W., CW4, 444-22-9749

Incoming: THOMAS, Benjamin G., Maj, 521-44-3865

(5) SGM, 222d Aviation Battalion (Cbt)

Date: 1 August 1969.

Outgoing: DAVID, Clifford R., SSM, 308-32-3320

Incoming: ORR, Evert E., CSM, 165-22-1934

(6) Commanding Officer, 195th Aviation Company (Aslt Hel)

Date: 14 August 1969.

Outgoing: VINES, Ronald C., Maj, 233-54-7986

Incoming: WILLIAMS, Cary E., Maj, 462-60-2613

(7) Commanding Officer, 240th Aviation Company (Aslt Hel)

Date: 6 September 1969.

Outgoing: RIGGEBERG, Archie C., Maj, 513-34-8303

Incoming: LACY, Joseph A., Maj, 314-38-5353

d. Unit Strengths as of 31 October 1969:

(1) Military:

SUBORDINATE UNIT	OFFICER		WARRANT OFF		ENLISTED		TOTAL	
	AUTH	ACTUAL	AUTH	ACTUAL	AUTH	ACTUAL	AUTH	ACTUAL
HHC, 222d Avn Bn (Cbt)	19	18	3	9	85	98	107	125
117th Avn Co (Aslt Hel)	19	19	51	49	218	206	288	274
195th Avn Co (Aslt Hel)	19	16	51	54	218	207	288	277
240th Avn Co (Aslt Hel)	19	19	51	51	218	201	288	271
273d Aslt Spt Hel Co (Hvy)	16	7	16	18	97	112	129	137
93d Med Det	1	1*	0	0	7	6	8	7
772d Med Det	1	1	0	0	7	5	8	6
315th Aflld Sv Det	1	1	0	1	16	15	17	17

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(Cbt) for Period Ending 31 October 1969 RCS CSFOR-65 (R2) (U)

(1) Military:(Continued)

SUBORDINATE UNIT	OFFICER		WARRANT OFF		ENLISTED		TOTAL	
	AUTH	ACTUAL	AUTH	ACTUAL	AUTH	ACTUAL	AUTH	ACTUAL
87th QM Det	0	0	0	0	8	8	8	8
652nd TC Det	1	1	1	1	57	54	59	56
478th Aslt Spt Hel Co (Hvy)4 (Plat Atch from 1st Cav) * Atch AF Med Officer	0		5	0	13	1	22	1

(2) Civilians:

SUBORDINATE UNIT	DAC		VN		3D NAT'L		TECH REP	
	AUTH	ACTUAL	AUTH	ACTUAL	AUTH	ACTUAL	AUTH	ACTUAL
WHC, 222d Avn Bn (Cbt)	0	0	16	15	0	0	0	0
117th Avn Co (Aslt Hel)	0	0	20	21	0	0	0	0
195th Avn Co (Aslt Hel)	0	0	5	5	0	0	0	0
240th Avn Co (Aslt Hel)	0	0	2	2	0	0	0	0
273d Aslt Spt Hel Co (Hvy)	1	1	0	0	0	0	2	0
772d Med Det	0	0	1	0	0	0	0	0
93d Med Det	0	0	2	2	0	0	0	0

e. Aircraft Status as of 31 October 1969: (See Inclosure 2).

f. Operational Results for the Period are Included at Inclosure 3.

g. Awards and Decorations: Awards recommended and received by individuals of this Battalion during period 1 August - 31 October 1969 are as indicated below:

<u>AWARD</u>	<u>NUMBER RECOMMENDED</u>	<u>NUMBER RECEIVED</u>
Silver Star Medal	6	1
Distinguished Flying Cross	32	13
Bronze Star Medal	67	36

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(Cbt) for Period Ending 31 October 1969 RCS CSFOR-65 (R2)(U)

g. Awards and Decorations: (Continued)

<u>AWARD</u>	<u>NUMBER RECOMMENDED</u>	<u>NUMBER RECEIVED</u>
Air Medal with "V"	10	24
Basic Air Medal	95	108
Oak Leaf Clusters to Air Medal	105	170
Army Commendation Medal with "V"	14	22
Army Commendation Medal	147	112
Purple Heart	4	9

h. Personnel Gains and Losses during Period: Following reflects the personnel turbulence experienced during the period.

	<u>GAINS</u>	<u>LOSSES</u>
Officers	22	34
Warrant Officers	51	44
Enlisted	208	236

i. R & R Data: Quotas were received and filled as indicated below:

<u>SITE</u>	<u>QUOTAS RECEIVED</u>	<u>NUMBER UTILIZED</u>
Hawaii	65	64
Hong Kong	34	30
Sydney	48	46
Bangkok	38	36
Taipei	28	26
Tokyo	18	14
Singapore	17	12
Manila	14	8
Penang	6	2

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(Cbt.) for Period Ending 31 October 1969 RGS GATOR-15 (R2)(U)

j. Casualty Information: Casualties experienced during the period are as follows:

- (1) Injured - Non-hostile: 10.
- (2) Wounded in Action: 2.
- (3) Killed - Non-hostile: 5.
- (4) Killed in Action: 4.

HONOR ROLL

Specialist Fourth Class Reginald P. BENOCHIE, 002-26-2274, 117th Aviation Company (Aslt Hel) killed in an aircraft accident on 4 September 1969.

Captain John P. BENNETT, 147-34-6920, 195th Aviation Company (Aslt Hel) killed in action on 9 October 1969.

Specialist Fourth Class Ambrose H. BROOKS, Jr., 245-60-9666, 117th Aviation Company (Aslt Hel), killed in an aircraft accident on 2 September 1969.

Captain Charles J. CLEVER, 462-70-8304, 195th Aviation Company (Aslt Hel) killed in action on 9 October 1969.

First Lieutenant John E. KING, 115-40-9462, 117th Aviation Company (Aslt Hel) killed in aircraft accident on 4 September 1969.

Specialist Fourth Class Richard A. STANLEY, 526-76-1412, 117th Aviation Company (Aslt Hel) killed in an aircraft accident on 4 September 1969.

Captain Michael R. REITZ, 060-36-2403, 117th Aviation Company (Aslt Hel) killed in an aircraft accident on 4 September 1969.

Specialist Fourth Class Richard A. SMITH, 267-70-4745, 195th Aviation Company (Aslt Hel) killed in action 9 October 1969.

Specialist Fourth Class Tony M. VASQUEZ, 522-68-5023, 195th Aviation Company (Aslt Hel) killed in action on 9 October 1969.

k. Enemy Action Against Bearcat: Following is a synopsis of enemy action against Bearcat during the reporting period:

- (1) There were no stand-off mortar/rocket attacks during the period however, two rounds impacted outside the Western berm. It could not be determined whether they were fired by the enemy, short rounds from friendly or what type of rounds impacted. No damage or casualties were sustained.

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(Cbt) for Period Ending 31 October 1969 RCS CSFOR-65 (R2)(U)

(2) Enemy interdiction of Highway 15 and the West Access Road to Bearcat occurred twice during the period, however, the road was closed for only a short period each time.

1. Ammunition Expenditures: See Inclosure 4.

m. Schooling (AARTS COURSES): Following quotas were received and filled during the period:

(1) Officer:

- (a) Officer Armament 2
- (b) UH-1 IP School (1st Bde) 2
- (c) PACAF Life Support School 1

(2) Enlisted:

- (a) T-53-L-13 Engine Maint 5
- (b) Tech Supply 1
- (c) Enlisted Armament No 1 1
- (d) AH-1G/UH-1C Airframe 1
- (e) UH-1D/H Airframe 3
- (f) T-53-L-11 Engine Maint 2
- (g) Technical Inspector 3
- (h) PLL 2

n. Aviation Safety: On 7 August 1969 a seventy-six day accident free period was marred when an aircraft hovered too close to another and meshed the main rotor with the tail rotor of the secondary aircraft. Other accidents described below dipped the accident rate of the Battalion to 26.0 per 100,000 flying hours. Six aircraft accidents occurred during the period while flying 23,000 hours.

(1) On 22 August 1969 an aircraft on a one time maintenance flight had engine failure on close left base for an airfield. The Aircraft Commander elected to land on a highway, then changed his mind due to traffic and turned toward a railroad track. The aircraft struck some electrical wires, control was lost and the aircraft struck the ground skidding approximately 180 feet. The aircraft was a total loss.

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(2) On 28 August 1969 an aircraft commander making a IRRP insertion into a small landing zone allowed the aircraft to drift forward and left striking a tree. Major damage resulted.

(3) On 4 September 1969 an aircraft experienced tail rotor failure while turning for a landing pad. The aircraft spun out of control, crashed and burned killing four crew members and three passengers. Investigation revealed failure of the tail rotor hub assembly. Further investigation revealed several similar type failures had occurred. All aircraft were inspected and defective parts replaced.

(4) On 8 September 1969 an aircraft was flying a Night Hawk mission searching for an MP who had fallen into a river. It struck some high tension wires resulting in tail rotor failure. The aircraft spun into the river. The gunner was drowned.

(5) On 24 October 1969 one of seven aircraft participating in a combat assault struck a tree in the landing zone resulting in a total loss of the aircraft. The pilot was seriously injured.

o. Chaplain's Activities: Worship services and troop visitations continued to be emphasized throughout the period. During the quarter 117 Catholic and Protestant opportunities for worship and 1,605 visits to troop areas was conducted. Fifteen visits were made to hospitals and stockades. Other activities included:

(1) One hundred and sixty-three men were counseled during the period. Counseling continues to receive emphasis and is of primary concern.

(2) All replacements and rotating enlisted personnel were interviewed by the Chaplain as required.

(3) Bible study courses have been established at Bearcat, Long Than and Long Binh widening the Chapel program. Film as well as evening worship services were used during the courses.

(4) Supervised visits were made to orphanages by Chapel groups.

(5) Character Guidance for this quarter had an average attendance of ninety per cent present for duty strength.

(6) Memorial Services were conducted for the 117th and 195th Aviation Companies (Aslt Hel), the 73d Mohawk Company and the 210th Aviation Battalion (Cbt).

(7) The Chaplain contributed materially to the establishment of an Education Center at Bearcat, a facility sorely needed at this installation for a long time.

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SUBJECT: Operational Report - Lessons Learned, 222d Aviation Battalion
(Cbt) for Period Ending 31 October 1969 RCS CSFOR-65 (R2)(U)

(8) Orphanages: The Lang Co Nhi Orphanage, located near Long Than has enjoyed the support and visitation of the 222d Aviation Battalion (Cbt) for some time. Recent Viet Cong activities in and around this orphanage, as confirmed by the Civil Affairs Team at the II Field Forces, resulted in a re-evaluation of continued support. Another orphanage was selected to receive Battalion support. The Vietnamese Government has a program of reducing the number of orphanages with the ultimate goal of eliminating them and transferring the children to foster homes and enrolling them in day schools. Closer liaison with the Civil Affairs Teams in Long Than, the G5 Officer and Staff Chaplain of II Field Forces has enabled the Battalion to provide more efficient assistance to the needy children of Vietnam. Also, this liaison ensures efforts being made are in conformance with the Vietnamese Government's program regarding orphanages.

p. PIO: The information Officer continued to provide the required news and photo coverage of awards and decorations, safety, special events, civic affairs activities and combat activity. Both local and national news media were utilized in publicizing the Battalion's activities during the past three months. The Battalion Home Town News Release program increased significantly during the period. The August - October period produced 180 Home Town News Releases as compared to the May - July output of 140. Approximately 25 news releases and feature stories were released by the Battalion Information Office to the 12th Group PIO Office and 1st Aviation Brigade PIO. A number of the news stories eventually were published in military and civilian enterprise newspapers in the United States. Approximately 700 photographs, including awards and decorations, promotions, changes of command, accident safety and normal news photos, were produced during this period.

q. Signal: The Signal Section continued to provide the required communications support to the Battalion during this period. Concepts of operation were not changed, having proved successful in the past. As operational equipment remained stationary during this period, no reports on results of movement are contained herein. No combined exercises, combined operations or support from another service occurred. Communications personnel continued to be in short supply. Section strengths declined from an average of 60% last quarter to an average of 50% for the period ending 31 October. All ground communications personnel rotated before their replacements arrived, thus denying a unit the desirable and sometimes necessary period of adjustment training. Due to this personnel shortage, existing communications personnel were required to work longer hours in order to accomplish their mission. Battalion Headquarters communications personnel attempted to compensate for this by conducting more frequent inspection visits, assistance visits, and, in some cases, training of incoming personnel.

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SUBJECT: Operational Report - Lessons Learned, 222d Aviation Battalion
(Cbt) for Period Ending 31 October 1969 RCS CSFOR-65 (P2)(U)

r. Operations: The Battalion continued daily support of operations with tasks including combat assault, direct support and other combat support missions each of the ninety-two reporting days. Missions included airlift of troops, equipment, supplies, vehicular airlift, administrative, command and control and artillery weapons and engineer equipment displacement. Other support provided was that of providing light and gunship support (Night Hawk) to units in contact, reconnaissance, surveillance and lighting PZs for Dustoff operations. Helicopter gunships also played an active role throughout the period by delivery of live ordnance upon enemy positions in support of friendly ground force operations. The normal mission profile for UH-1 helicopters for the Battalion remained at 35 troop carriers and 12 gunships. An average of three CH-54A helicopters were committed throughout the period in support of III and IV Corps.

2. (C) Section 2 Lessons Learned: Commander's Observations, Evaluations and Recommendations:

a. Personnel:

(1) Property Book Officer at Company Level.

(a) OBSERVATION: Aviation companies of this Battalion are not authorized Warrant Officer Unit Supply Technicians (MOS 761A).

(b) EVALUATION: Aviation companies are authorized to maintain separate property books and are required to do so due to separation from Battalion Headquarters and the lack of a properly staffed S4 Section to consolidate property books. The staffing of the company supply section is inadequate to handle the functions of a unit supply and must be augmented by inexperienced officers and warrant officers on flying status who act as the unit property book officers. These officers are young and inexperienced and are without training in the supply field yet are entrusted with millions of dollars worth of supplies and equipment. In some cases units do not have a qualified supply sergeant or other supply personnel to train these officers in supply accounting procedures. If unit supply technicians were authorized in aviation companies most of the serious problems encountered in administering the unit supply and accountability of property would be solved.

(c) RECOMMENDATIONS: That one supply technician (MOS WO 761A) be authorized each aviation company as soon as possible.

(d) COMMAND ACTION: None, in that information available at this headquarters indicates that the 1st Aviation Brigade has initiated action for amendment of MTOEs.

(2) Crew Chiefs and Gunners:

(a) OBSERVATION: Authorization of crew chiefs and gunners per

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(Cbt) for Period Ending 31 October 1969 RCS CSFOR-65 (R2)(U)

assigned aircraft is not realistic under combat conditions.

(b) EVALUATION: Crew chiefs and door gunners authorized on flight status are limited to the number of assigned aircraft by AR 600-106. This allows for no flexibility in an aviation company to replace personnel who are sick, injured, on leave or R&R. The processing time for placing an individual on flight status as a crew chief or door gunner is too long to provide the immediate replacement reaction required in a unit. In addition, units normally require the enlisted crew members to accompany the aircraft through PEs. This does not afford a unit commander any qualified replacements to cover emergencies or R&R of enlisted crews.

(c) RECOMMENDATION: That enlisted crew member flight status be authorized on assigned aircraft plus an overage of ten per cent.

(d) COMMAND ACTION: A letter was dispatched through channels recommending enlisted flight status positions authorizations be amended to provide the commander with a reasonable degree of flexibility.

(3) Aircraft Technical Inspectors:

(a) OBSERVATION: Critical shortages of Aircraft Technical Inspectors have existed throughout the reporting period.

(b) EVALUATION: Shortages of qualified personnel in the technical inspector field has generally remained critical, and at times acute, to the extent of affecting the efficient conduct of combat missions. This field is so technical in nature that it does not lend itself readily to on-the-job training. For example, as of 31 October 1969, of the 17 authorized aircraft technical inspectors, 6 qualified in the MOS were assigned. Four of these have DEROS dates in December 1969.

(c) RECOMMENDATION: An incountry training program for training aircraft technical inspectors be implemented at USARV level to qualify personnel in this MOS.

(d) COMMAND ACTION: The unit has taken advantage of all quotas to the AARTS course conducted at Vung Tau. This is a refresher course only for personnel who have already been awarded the MOS. Although less than desirable, the most promising individuals have been selected and provided with on-the-job training. (The same can be said for ground communications personnel which has been reported in previous ORLLs. MOSs 05C Radio-Teletypewriter, 31G Communications Chief, 31B Radio Mechanic and 72B Communications Center Specialist deteriorated from a level of sixty per cent to fifty per cent during the reporting period. Only one individual was assigned during the period with one of the above MOSs).

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b. Intelligence: None.

c. Operations:

(1) McGuire Rig:

(a) OBSERVATION: An accident pointed up the inadequacy of training of air crew members in utilization of the McGuire Rig.

(b) EVALUATION: On 3 September 1969 while supporting a Long Range Reconnaissance Patrol from the RTAVF, it became necessary to employ the McGuire Rig while extracting a six man team. The ropes were lowered and three personnel harnessed themselves for extraction. The crew chief informed the aircraft commander that the men were ready to be lifted. The aircraft climbed to an unknown height above the trees and the crew chief and a Thai soldier on board the aircraft indicated that the personnel had cleared the trees. As the aircraft moved forward the personnel on the McGuire Rig struck the trees, killing two and slightly injuring the third member. The accident occurred as the result of inadequate training of the aircraft crew in the McGuire Rig, the difficulty in determining the relative position of personnel being extracted from looking straight down from the aircraft and the non-utilization of gunships to inform the recovery crew that the personnel were clear of the trees.

(c) RECOMMENDATION: That the lead gunship inform the pilot of the recovery aircraft when personnel being extracted have cleared obstacles in the proposed path of the aircraft. This can be accomplished more accurately from the horizontal view as opposed to the crew chief looking straight down. Also, prior to an aviator being appointed aircraft commander that he demonstrate his proficiency in the utilization of the McGuire Rig.

(d) COMMAND ACTION: Above recommendations have been made SOP.

(2) Sling loading house trailers:

(a) OBSERVATION: Movement of house trailers by CH-54 helicopter proved to be unsafe.

(b) EVALUATION: A mission was received to sling load an empty house trailer from one location to another. The large configuration of the trailer and relative lightness of the load caused it to start swinging violently when approaching 30 knots in spite of a drogue chute attached to one end. The mission was aborted.

(c) RECOMMENDATION: That house trailers not be considered for movement by helicopter sling load.

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(d) COMMAND ACTION: None.

d. Organization: None.

e. Training: None.

f. Logistics: None.

g. Communications:

(1) AN/ARC-51 BX:

(a) OBSERVATION: Constant failure of the AN/ARC-51 BX FM Radio has been experienced.

(b) EVALUATION: The failures in the AN/ARC-51 radio are believed to be caused by the radio frequency amplifier module.

(c) RECOMMENDATION: The set screws in the tunable coils in the radio frequency preamplifier stage of the radio frequency amplifier module should be redesigned so they are not sensitive to vibration. A coil with a locked down set screw would eliminate the problem.

(d) COMMAND ACTION: EIR number F93885 has been submitted.

(2) KY-28 Installation:

(a) OBSERVATION: There is a shortage of mounts and control heads within Vietnam which is hampering the installation program for KY-28s.

(b) EVALUATION: When an aircraft is retrograded to the United States due to battle damage, accident or engine airframe time all components are retrograded, including the mount and control head. Many repaired aircraft have been re-entering Vietnam without the mounts and control heads installed. As a result, the percentage of aircraft capable of KY-28 is decreasing instead of increasing.

(c) RECOMMENDATION: That the manufacture of mounts and control heads be increased or units be given permission to remove the control heads and mounts prior to retrograde.

(d) COMMAND ACTION: This problem has been brought to the attention of higher headquarters.

h. Other:

(1) Use of Marijuana:

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(a) OBSERVATION: Under present regulations it is extremely difficult to obtain a conviction for the possession of marihuana or when a conviction is obtained to have that conviction upheld by higher judicial authorities.

(b) EVALUATION: During the period 1 January 1969 to 31 October 1969 the 222d Aviation Battalion (Cbt) had 19 cases involving possession of marihuana or drugs that were referred to Special Courts-Martial. Of these cases, only five resulted in convictions which were upheld on review by USARV Staff Judge Advocate. One case returned from trial with a "Not Guilty" verdict. Three courts-Martial are pending final review by USARV Staff Judge Advocate. In every case, physical evidence of possession of marihuana or drugs was present, but the disposition of the case rested on "Probable Cause" and "Legal Search". As a result of the legal process, less than 50 per cent of the cases resulted in conviction. Convictions by courts-martial act as a crime deterrent; however, the knowledge that a large number of court decisions are being reversed upon review, or are not even reaching trial, has served to decrease the psychological pressure on users. Marihuana will continue to be a problem as long as restrictions handicap commanders in obtaining conviction by courts-martial for possession of marihuana and drugs.

(c) RECOMMENDATION: None.

(d) COMMAND ACTION: Every effort is made to comply with the guidelines governing "legal search" and "probable cause". A CID agent provided a class to all available officers and NCOs recently on this subject.

(2) Base Defense:

(a) OBSERVATION: Aviation units are not authorized night viewing equipment (Starlight Scopes) on MTOE.

(b) EVALUATION: Many aviation units must participate in base security providing guards on the perimeter. All must provide internal security against sapper attacks on aircraft. The addition of starlight scopes to the MTOEs would enhance the ability of aviation units to perform this mission.

(c) RECOMMENDATION: That special authorization be provided allowing aviation companies to draw starlight scopes.

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AVBACA-EC

13 November 1969

SUBJECT: Operational Report - Lessons Learned, 222d Aviation Battalion
(Cbt) for Period Ending 31 October 1969 RCS CSFOR-65 (12)(U)

(d) COMMAND ACTION: None, in that letter, Headquarters USARV, dated 12 October 1969, subject: Moratorium on processing TDA-MTDA-MTOEs states recommended changes are not to be submitted unless an emergency exists.



5 Incl

1. Organization
2. Aft Status
3. Operational Statistics
4. Ammo Expenditures

GERALD M. OKARSKI
LTC, IN
Commanding

~~5. Reenlistment Statistics for Period~~ - wd, HQ, DA

DISTRIBUTION:

- 5-CO, 12th Avn Gp (Cbt), ATTN: AVBACA-SC
- 2-CINCUSARPAC, ATTN: GPOP-DT, APO 96558
- 3-CG, USARV, ATTN: AVGHGC (DST), APO 96375
- 2-CG, 1st Avn Bde, ATTN: AVBAGC

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AVBACA-JC (13 Nov 69) 1st Ind
SUBJECT: Operational Report - Lessons Learned of 222d Aviation Battalion
(Combat) for Period Ending 31 October 1969 RCS CSFOR-65 (R2) (U)

DA, HEADQUARTERS 12TH AVIATION GROUP (COMBAT), APO 96266 24 Nov 69

TO: Commanding General, II Field Force Vietnam, APO 96266

1. (U) In accordance with AR 525-15, the Operational Report - Lessons Learned of the 222d Aviation Battalion (Combat) for the period ending 31 October 1969 is forwarded.

2. (C) Reference Section 2, Lessons Learned.

a. Page 9, para 2a(1)(c). Concur with the recommendation of authorizing a property book officer at company level for all companies authorized a property book.

b. Page 10, para 2a(3)(a).

(1) Rotary wing technical inspectors remain in critical shortage within 12th Avn Gp (Cbt) with 42 assigned of the 80 authorized.

(2) O5C - Unit was at 67% authorized strength on 31 October and the Group-wide level was 69%.

(3) 31G - Shortage exists throughout the Group with only 36% of authorized strength available.

(4) 31B - The Group has 59% of authorized personnel.

(5) 72B - Neither of the two vacancies has been filled in the last six months.

d. Page 12, para 2g(1)(a). "AN/ARC-51BX FM Radio" should read "AN/ARC-51BX UHF Radio".

FOR THE COMMANDER:



FOR RONALD C. VINES
Major, Infantry
Adjutant

CONFIDENTIAL

AVFBC-RE-H (13 Nov 69) 2nd Ind
SUBJECT: Operational Report - Lessons Learned, 222d Aviation Battalion
(Cbt) for Period Ending 31 October 1969 RCS CSFOR-65 (R2)(U)

DA, HQ II FFORCEV, APO San Francisco 96266 6 DEC 1969

THRU: Commanding General, 1st Aviation Brigade, ATTN: AVBA-C, APO 96307

Commanding General, US Army Vietnam, ATTN: AVHGC(DST), APO 96375

Commanding General, US Army Pacific, ATTN: GPOP-DT, APO 96558

TO: Assistant Chief of Staff for Force Development, Department of the
Army, Washington, D.C. 20310

This headquarters has reviewed and concurs with the Operational Report -
Lessons Learned of the 222d Aviation Battalion (Combat) for the period
ending 31 October 1969, as indorsed.

FOR THE COMMANDER:


B.G. MACDONALD
ILT, AGC
Asst AG

AVBAGC-O (13 Nov 69) 3d Ind

SUBJECT: Operational Report-Lessons Learned, 222d Aviation Battalion
(Cbt) for Period Ending 31 October 1969 RCS CSFOR-65 (R2) (U)

DA, HEADQUARTERS, 1ST AVIATION BRIGADE, APO 96384

14 DEC 1969

THRU: Commanding General, United States Army Vietnam, ATTN: AVHGC-DST,
APO 96375
Commander-in-Chief, United States Army Pacific, ATTN: GPOP-DT,
APO 96558

TO: Assistant Chief of Staff for Force Development, Department of the
Army, Washington, D.C. 20310

1. This headquarters has reviewed subject report and concurs with the
contents as indorsed except as noted below:

2. The following additional comments are considered pertinent:

a. Paragraph 2a(2), page 9, addresses the lack of flexibility afforded a commander by authorizing flight status positions based on assigned aircraft and proposes authorization for 10% above assigned aircraft authorization. Nonconcur. AR 600-106 authorizes commanders to retain crew members on flight status for a period of 90 days after the loss of an aircraft. Although any unit may experience difficulties maintaining a sufficient number of personnel over a short period of time, the shortage should not recur with continuous operational impact sufficient to warrant additional flight status authorizations. 1st Aviation Brigade has provided additional guidance on procedures for obtaining flight status orders to preclude the necessity of personnel performing flight crew duties without pay. AR 600-106 bases flight status authorization on assigned aircraft to cover periods of time when units are assigned more aircraft than authorized. Although units will not normally have more aircraft than authorized in a combat environment, the regulation is written to cover periods of time when the situation does exist. Records at this headquarters indicate units have 70 to 85 percent of assigned aircraft available for missions. The remaining crew members are available to the commander for flexibility in mission and crew assignment. These personnel are still required to perform maintenance; however, because of operational requirements, some of these crewmen must be diverted to replace personnel who are injured, on R&R and leave, and those with excessively high flying time. As long as proper controls are established to preclude an inordinate number of personnel on R&R and leave at the same time, flexibility now afforded commanders is considered sufficient. The 222d Aviation Battalion (Combat) has been advised in detail of problems broached in their

14 DEC 1969

AVBAGC-0

SUBJECT: Operational Report-Lessons Learned, 222d Aviation Battalion
(Cbt) for Period Ending 31 October 1969 RCS CSFOR-65 (R2) (U)

referenced letter. Additional flight status authorizations must be approved at the Department of the Army level. Should these problems become insurmountable, this headquarters will take immediate action for approval of additional flight status authorizations.

b. Paragraph 2a(3), page 10, discusses shortages of technical inspectors. There is a shortage of technical inspectors throughout Vietnam. Both USARV and DA are aware of this shortage and action is being taken, to the extent possible, to alleviate these shortages. The 222d Aviation Battalion (Combat) is allocated an equitable share of assets through 12th Aviation Group (Combat).

c. Paragraph 2g(1), page 12, addresses AN/ARC-51 BX Failure. The equipment referenced as AN/ARC-51 BX FM radio should be AN/ARC-54. The failure rate is a common problem which has been forwarded to the national maintenance point through a series of EIR's. Recommend that, where possible, units use the AN/ARC-54 in fixed wing aircraft and the newer AN/ARC-131 in rotor wing aircraft. The AN/ARC-131 has no mechanical tuning parts and can withstand vibrations of a much greater degree than the AN/ARC-54.

d. Paragraph 2g(2), page 12, addresses KY-28 control head and mount shortages. The KY-28 Secure Voice Program within the Brigade and throughout RVN is steadily losing ground. This is caused by a lack of control heads and mounts, aircraft being received in-country without the installation of the secure voice modification, and the delay in performing these modifications in-country. USARV policy requires that aircraft being retrograded to CONUS contain all components of the secure voice installations. This procedure is required to insure that these aircraft will contain the equipment upon completion of re-build and return to RVN. USARV has requested that all aircraft scheduled for shipment to RVN have the secure voice modification performed before shipment. USAAVSCOM has indicated that this would be accomplished by October 1969; however, aircraft are still being received without the modification. Continuous liaison is maintained with USARV, 34th General Support Group and AMMC to ensure upgrading of the program as rapidly as possible.

FOR THE COMMANDER:



ARTHUR W. LITTLE

CPT AGC

Asst AG.

Cy of 3d Ind Furn:
CO 222d Avn Bn (Cbt)

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AVHGC-DST (13 Nov 69) 4th Ind
SUBJECT: Operational Report-Lessons Learned, 222d Aviation Battalion
(Cbt) for Period Ending 31 October 1969, RCS CSFOR-65 (R2) (U)

HEADQUARTERS, UNITED STATES ARMY, VIETNAM, APO San Francisco 96375 **29 JAN 1970**

TO: Commander in Chief, United States Army, Pacific, ATTN: GPOP-DT,
APO 96558

1. (U) This headquarters has reviewed the Operational Report-Lessons Learned for the quarterly period ending 31 October 1969 from Headquarters, 222d Aviation Battalion (Combat) and comments of indorsing headquarters.

2. (C) Comments follow:

a. (U) Reference item concerning "Property Book Officer at Company Level", page 9, paragraph 2a(1), and 1st Indorsement, paragraph 2a; non-concur. A request to authorize a PBO for aviation companies having a property book was forwarded to DA through USARPAC on 15 August 1969. DA disapproved the request for the following reasons:

(1) The assignment of warrant officer, MOS 761A at company level is contrary to the classification guidance in AR 611-112.

(2) The use of commissioned or warrant officer aviators as unit PBO is desirable since the performance of normal unit administration has a positive training value for career oriented individuals who would not otherwise be exposed to such experience.

b. (U) Reference item concerning "Crew Chiefs and Gunners", page 9, paragraph 2a(2), and the 3rd Indorsement, paragraph 2a; concur with 3rd Indorsement. No action by higher headquarters is required.

c. (U) Reference item concerning "Aircraft Technical Inspectors", page 10, paragraph 2a(3); 1st Indorsement, paragraph 2b(1); and 3rd Indorsement, paragraph 2b; concur with 3d Indorsement. A theater wide shortage exists in this MOS; therefore, this shortage should be considered by DA.

d. (U) Reference item concerning "McGuire Rig", page 11, paragraph 2c(1); concur. The unit commander is responsible for insuring that crews are trained and proficient in the maneuver to be performed prior to sending them on operational missions. It is not necessary that each aircraft commander be trained in the use of the McGuire rig. The use of a separate aircraft to insure that the extracted personnel have cleared the trees has merit, however the primary responsibility rests with the aircraft crew performing the extraction.

e. (U) Reference item concerning "Sling Loading of House Trailers", page 11, paragraph 2c(2); concur. Trailers should be moved by surface transportation whenever possible.

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AVGC-DST (13 Nov 69) 4th Ind

SUBJECT: Operational Report-Lessons Learned, 222d Aviation Battalion
(Cbt) for Period Ending 31 October 1969, RCS CSFOR-65 (R2)(U)

f. (U) Reference item concerning "AN/ARC-51 BX", page 12, paragraph 2g(1), and 3d Indorsement, paragraph 2c; concur with 3d Indorsement. However, the 34th Gen Spt Gp has no data to support the alleged failures but will monitor the problem and publish the findings in their monthly newsletter as appropriate.

g. (C) Reference item concerning "KY-28 Installation", page 12, paragraph 2g(2), and 3d Indorsement, paragraph 2d; concur. Action was taken at the Sep 69 Closed Loop Support Conference at USAAVSCOM to have all aircraft fully equipped with the secure voice capability, less the device, prior to arrival in RVN. USAAVSCOM has been requested to take action to have the UH-1 production contract modified to incorporate the secure voice wiring and equipment on the production line beginning with aircraft delivered in Jan 70. DA policy requires that aircraft be retrograded with all components installed - including the secure voice equipment, less the device. USARV has taken action to expedite the shipment of required components (mounts, control heads, and the most critical item, discriminator, MD-7360.) The pacing item, the discriminators, are in critical short supply. Units having aircraft wired with discriminators installed have been directed to requisition mounts and control heads to make these aircraft fully operational. Retrofit kits are arriving in-country in adequate numbers to support the secure voice modification program.

FOR THE COMMANDER:


L. D. MURRAY

CPT, AGC

Assistant Adjutant General

Cy furn:
1st AVN BDE
222d CAB

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GPOP-DT (13 Nov 69) 5th Ind (U)

SUBJECT: Operational Report of HQ, 222d Aviation Battalion (Combat)
for Period Ending 31 October 1969, RCS CSFOR-65 (R2) (U)

HQ, US Army, Pacific, APO San Francisco 96558 27 FEB 1970

TO: Assistant Chief of Staff for Force Development, Department of the
Army, Washington, D. C. 20310

This headquarters concurs in subject report as indorsed.

FOR THE COMMANDER IN CHIEF:



C. L. SHORTT
CPT, AGC
Asst AG

AVBACA-EC

13 November 1969

SUBJECT: Operational Report - Lessons Learned, 222d Aviation Battalion
(Cbt) for Period Ending 31 October 1969 RCS CSFOR-65 (R2)(U)

Incl 1 to 222d Avn Bn (Cbt) ORLL dtd 13 Nov 69

ORGANIZATION

222d Aviation Battalion (Combat)

Headquarters Company, 222d Aviation Battalion (Combat)

87th Quartermaster Detachment

315th Aviation Detachment (Divisional)

772d Medical Detachment (OA)

117th Aviation Company (Aslt Hel)

195th Aviation Company (Aslt Hel)

92d Medical Detachment (OA)

240th Aviation Company (Aslt Hel)

273d Assault Support Helicopter Company (ASHC) (Hvy)

652d Transportation Detachment (Hvy Hel)

Incl 1

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Incl 3 To: 222D Avn Bn (Cbt) ORLL dtd 13 Nov 69

Incl 3

OPERATIONAL STATISTICS FOR PERIOD ENDING 31 OCT 1969

SUBORDINATE UNIT	SORTIES FLOWN	TROOPS LIFTED	CARGO TONS LIFTED	ENEMY KIA	STRUCTURES DAM / DEST	SAMPANS DAM / DEST	AIRCRAFT CONFED LOSS	AIRCRAFT DAMAGED	A/C RECOVERIES
117th AHC	18,283	17,666	43	48	17 22	11 64	*1 **1	*7 **2	0
195th AHC	21,607	28,026	119	0	0 0	0 0	*1	*10 **5	0
240th AHC	30,637	56,503	24	200	17 43	3 28	*1	*7 **6	0
273rd ASHC (HVV)	3,736	0	9,757	0	0 0	0 0	0	***5	9

24

* - UH-1H
 ** - UH-1C
 *** - CH-54

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Incl 4

Inclosure 4 to 222d Avn Bn (Cbt) ORLL dtd 13 Nov 1969

AMMUNITION EXPENDITURES FOR PERIOD 1 AUG - 31 OCT 1969						
	<u>7.62</u>	<u>5.56</u>	<u>40MM</u>	<u>2.75 RKT</u>	<u>.38</u>	
117th Avn Co. (Aslt Hel)	227,070	8,280	0	1,306		2,400
195th Avn Co. (Aslt Hel)	332,270	4,640	2,197	1,538		750
240th Avn Co. (Aslt Hel)	368,500	2,400	0	1,807		300

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